

Series I  
Correspondence,  
1932-1973

Box 5, Folder 12

May 27, 1944 -  
December 31, 1944

0934

DEPARTMENT OF THE NAVY  
GENERAL BOARD  
WASHINGTON

27 May 1944

Dear Bates:

Yours of April 12 was duly received and enjoyed. I feel that I have also heard from you since that time, for certain reports which originate in the Fleet reach this Board.

You may, or may not, have seen or heard that the General Board was designated as the "go-between" between the Navy Department and the 21-Man Select Committee, which is looking into the question of Post-War Military Policy. The go-between part of our work required that, after the main policies of the Navy Department had been made known by the Secretary, the papers presented to the Committee were looked over by the Board, not with a view to their being edited but in order to see that the subjects were covered.

The item on the Committee's agenda which was taken up first had to do with the question as to whether or not the War and Navy Departments should be consolidated into one department. There was also the question of setting up a third department, i.e., Air, and then consolidating all three into one department.

The Navy did not pretend to oppose the idea of consolidation when its views were presented to the Committee. It took the stand, rather, that this is not the time to discuss such matters and that, instead, the lessons of the war should be digested before a decision is reached. At the same time, there is little question but what the tenor of the presentations was not exactly what one would call in favor of a single department. The hearings have now been suspended until after the conventions, and perhaps until after the elections so that the General Board is now taking up other subjects on the Committee's agenda with a view to being ready when the hearings are resumed.

The question of personnel, its procurement, education, training, etc., is part of the Committee's agenda, and I feel safe in saying that the Navy will take the stand that surplus personnel is necessary for purposes of education. I also feel that there will be a solid front as to universal military service. Admiral Pye's Board has been working hard and, while its report is not due until after July 1, I think that among its recommendations will be one to the effect that a Resident Course at the War College is an essential to promotion to Captain. I also feel that the study of war will begin considerably earlier than is now the case, which I know accords with your views as it does also with

0935

mine. I do not visualize any opposition to a War College of considerable size and I feel that, within certain limits, attendance for one or the other of the Resident Courses will be compulsory.

I note from my diary that we went up to Newport together on June 13, which is only a couple of weeks from being a year ago. I expect to go to Bristol, Connecticut, on June 16 to make the award of an Army-Navy "E" and I am figuring on going from there on up to Newport. I want to see if there is anything to be done around the property, and I am also always glad to get back up there. Both Mrs. Kalbfus and I hope to be able to get up to Newport in August, as we did last year. I wish there was some way in which I could get enough gas to drive the car up and back. But I am afraid that it will be the "Choo-choo", and the transportation is even more congested now than it was when you were here last year. That makes it pretty tough for those of us who are defending the home areas,--from what I don't know.

I quite agree with you in your comment about the possibility of a state of complacency overtaking the armed forces because the going has not been so very tough recently. In fact, I get a very severe pain in the neck every time I hear anybody here at home kick about anything.

I went to Winston-Salem last Tuesday with General Vandegrift in his plane. The occasion was a state-wide rally for the recruiting of women; the Army and the Coast Guard were also represented by high-ranking officers. The young female reporter got hold of me and after I had refused to give her a statement as to when the war would end, I said, "Well, anyway, I'm for a 'work-or-fight' platform. I have been brought up to carry out orders without question and I don't see any equity in allowing those at home to stop work because truck drivers refuse to carry bottled soft drinks to a client where their Union is not represented." She put some of this in the paper, but fortunately did not mention my name.

I hope you will continue to drop me a line when and if you have time and opportunity. It is always very refreshing to hear from you, and you may be sure that both Mrs. Kalbfus and I are following your progress with the greatest interest.

With our warmest regards, I am

Very sincerely yours,



Captain R. W. Bates, USN,  
Commanding USS MINNEAPOLIS,  
c/o Fleet Post Office,  
San Francisco,  
California.

- 2 -

0936

NAVY DEPARTMENT  
BUREAU OF NAVAL PERSONNEL  
WASHINGTON 25, D. C.



10 June 1944.

Dear Lane: I have just received your letter of the 31st, stating your desire for some information on the background of your recent orders detaching you from Command -

I can assure you that the orders were in no way connected with any dissatisfaction on anyone's part as to your performance of duty. The transfer was routine in nature so far as the Bureau is concerned, based upon two main factors:

1. The orders as per Comnav to an officer recently your junior, which might cause embarrassment to you or to him

2. An agreement between Admiral Twining and Admiral Jacobs, sometime back, wherein it was agreed to make Senior Captain, who had been made available for reassignment but not due for shore duty, available to CinCPac for staff planning & other staff duty and on hand for emergency needs for Senior

0937

Captains in the Pacific area which are  
Continually arising without notice.

As you know all C.O.s of your Div  
have been relieved except one, he having  
been there such a short while it was  
considered quite unfair to move him -

We have received word unofficially  
that Cincpac has assigned you to a  
 billet on the staff concerned with tactical  
publication revision, a job for which your  
Nav College background as well as recent  
experience in the fleet makes you very  
eligible -

I can't tell you how long your present  
billet was last - but it will be no longer  
than Cincpac thinks is necessary -

With all good wishes, and in hopes of  
seeing you again before very long, I am

Very sincerely

John Lopez

0938

NAVY DEPARTMENT  
OFFICE OF THE CHIEF OF NAVAL OPERATIONS  
WASHINGTON 25, D. C.



1 July 1944.

Captain R. W. Bates, U. S. Navy  
Headquarters, Commander in Chief  
United States Pacific Fleet  
% Fleet Post Office  
San Francisco, California

Dear Rafe,

Many thanks for your letter of congratulations.  
I am at the moment being detached and look forward  
to seeing you about the 21st.

Give my best regards to Soc and all who I  
know there with you.

Rosalie joins me in best wishes.

Most sincerely,

A handwritten signature in cursive script, appearing to read "R. O. Glover".

R. O. Glover.

0939

IN REPLYING ADDRESS  
COMMANDANT OF THE MARINE CORPS  
WASHINGTON 25, D. C.  
AND REFER TO



SERIAL  
DGO-281-dar

HEADQUARTERS U. S. MARINE CORPS  
WASHINGTON

5 July 1944

Captain R. W. Bates, U.S. Navy  
Staff Commander in Chief  
Pacific Fleet and Pacific Ocean Areas  
c/o Fleet Post Office  
San Francisco, Calif.

My dear Captain Bates:

Your letter dated 13 June 1944 and the enclosures were very interesting. It is indeed obvious that there have been many variations in the sentences awarded various offenders. This Headquarters, no doubt, has sometimes caused such variations to occur. Cases have sometimes arisen in which men who had committed identical offenses had such different backgrounds and prior records that different sentences were considered advisable.

You are no doubt extremely busy, but you may wish to consider the following figures. During the calendar year, 1942 the total number of men declared deserters from the Marine Corps was 1870. During the calendar year, 1943 the total was 2088.

Following receipt of your letter I drew the case containing the complete records of Private Joseph P. King. It appears, so far as I can determine, and I believe that our records are complete, that King has been serving at Camp Lejeune as a private since his delivery at the Naval Training Station, Great Lakes, Illinois, 16 September 1943. Previous to that he had deserted from the Casual Company, Mare Island, on 18 August 1943. In view of the fact that his summary court-martial sentence at Camp Lejeune was approved and promulgated 30 November 1943, I seriously doubt that he was promoted to the rank of corporal the same month, particularly as that would have meant that he jumped from the rank of private to corporal, skipping the rank of private first class. ~~of~~ The man I have in mind is Joseph Phillip King (336502), he was declared a deserter from the U.S.S. Minneapolis 17 September 1943 as of 8 a.m., 18 August 1943. There are numerous papers in his case which clearly indicate that he is a man who formerly served aboard the Minneapolis, and I am forced to the conclusion that Captain Myers' informant has either been getting his information from the scuttlebutt or is just too gullible for his own welfare.

0940

A check has been made on the records of Private Eddie Molino (313993), who was tried by summary court-martial aboard the Minneapolis 17 December 1943. The records of this Headquarters show specifically that Molino has never held a rank higher than that of Private since his transfer to the Fifth Amphibious Corps about 14 March 1944. Our records do not specify the reason for his transfer to the United States. It is quite possible that this is due to the fact that his record shows definitely a previous history of malaria or due to his total length of prior sea and foreign service or due to both reasons.

The records of Molino's case show further no record of any furlough being granted since he joined Camp Elliott 8 May 1944. If he were transferred back to the United States in good standing, he would be entitled I believe to a furlough of 15 days as a matter of course.

Thank you very kindly for your trouble in writing to me and furnishing me with the information which you collected.

Respectfully yours,

  
JOHN E. CURRY  
Colonel, U. S. Marine Corps

0941



Pers-3-SF-6

12 July 1944

From: The Secretary of the Navy.  
To: Admiral Edward C. KALBFUS, USN, Retired,  
The General Board,  
Navy Department.

Via: Chairman, The General Board.

Subject: Coordination of effort in the preparation of Naval history.

1. You are hereby designated as Director of Naval History. You will coordinate the preparation of all histories and narratives of the current wartime activities in the naval establishment in order to assure adequate coverage to serve present and future needs and effectively to eliminate nonessential and overlapping effort. You will further initiate and approve essential new projects, amend existing projects, and take whatever steps are necessary to obtain the purposes desired.
2. You will establish the necessary administrative organization and designate an individual to act in your absence.
3. In carrying out these duties you are authorized to utilize the services of Navy Department personnel engaged in this and related projects, and to call on bureaus and offices for necessary additional help.
4. This assignment is in addition to your regular duties.

JAMES FORRESTAL

0942

NAVAL WAR COLLEGE  
NEWPORT, R. I.

18 July 1944

Captain R. W. Bates, USN  
Headquarters Commander in Chief, U.S. Pacific Fleet  
c/o Fleet Post Office  
San Francisco, California

Dear Richard:

I dreamed about you on Saturday night, that you had just returned to the War College and were all set to tell us all about the war in the Pacific. So I decided that on Monday morning I just must answer your February letter, which had not been forgotten, and when I arrived at the office it was to find yours of 11 July. Yesterday was busy, but the Admiral has gone to play golf this afternoon and there seem to be a few quiet moments in which I can attend to some long-neglected correspondence.

By the way, the Admiral's sixty-fourth birthday was 9 June, and he retired as a Vice Admiral on 1 July. He is no longer Commandant of the Naval Operating Base or Commander of the Narragansett Group of the Eastern Sea Frontier, and he has finished his work on the Educational Board; so he is able to devote himself more completely to the War College. We expect that he will be here for at least another year. He has passed your letters along for some or all of us on the Staff to read but, as for answering them, I doubt very much if he has written a purely personal letter except to his son for months and months.

To go back to your letter of 13 February,- it was received and circulated with great interest, and some of us discussed your comments at considerable length. Having been two years in the MARYLAND and one year in destroyers with Vetter, and one year in destroyers with Paré, I feel rather sorry that they did not themselves feel free to tell me their innermost thoughts while they were here, or at least on the eve of their departure.

However, we have tried out this and that from time to time, and really feel that the College is not in a state of stagnation but is improving at least slowly. As a matter of fact, the Admiral yesterday had the first conference we have had of the Staff for a long time. He remarked that he was very much pleased with the way things are going and with the comments he had received from some of the graduates of the war-time Classes and from their reporting seniors.

As I remarked above, your letter was read with great care, and it seemed to us that the remarks which you made on the second page at first hand did not jibe with your third paragraph, in which you were giving us at second hand things which had been expressed to you.

After considerable discussion with the Admiral, we gave the students a strategical solution and a tactical solution to be studied early in the

0943

course. There are still pro and con arguments as to the desirability of this procedure, and many of the old objections still hold good; but the majority of the Staff, including the Admiral, are still on the pro side. Considering the caliber, background and previous experience of the present-day students, I am now on the pro side myself, although, as you know, I have not always been.

Ike Giffen wrote a long, confidential letter on task force dispositions, etc., just before he hauled down his flag. We thought it excellent and could not help wondering how much you, as his Flag Captain, had to do with the preparation of the letter.

As for myself, you have been correctly informed that I have been, as Mark Hersey says, in the hands of the medicoes for some months. I passed the senile physical examination on 2 March with flying colors, but a few weeks later started making occasional trips to the hospital here, spent three days there in March and April, and departed for the Naval Hospital in Brooklyn on 21 May. I expected to stay about five days or, at least, most certainly to be back here for Graduation on 2 June, but actually remained in one hospital or another in New York for five weeks.

Then I came back here on leave and promptly turned to as Chief of Staff, and went back to New York two weeks later for a couple of days for a check-up, and am going down again on 30 July. The doctors are very much pleased with the progress of the treatment, neither my wife nor I are at all worried, and I have not suffered.

You must have had a very strenuous time in your command. It is undoubtedly a very good thing for you to have a change of duty, and I am betting that Cincpac is very glad indeed to have you with him. I have shown your letter to my wife, to the Admiral, to Doug and the Secretary, and shall show it to Steinwachs.

We all wish you the very best of everything, and I hope that my dream comes true and that sometime you will appear here and tell us all about it, for I can assure you we shall be delighted to see and hear you.

We hope to hear from you again before too long.

Sincerely yours,

*Arnold Crosby*

0944

[1944]

In Reply  
Refer To:

U. S. S. SAN FRANCISCO

Saturday 29 July

Dear Page —

What a pleasure it was to get your letter and news of you. Believe me, old top. I sincerely appreciate your writing.

I agree with you that other jobs than the one they have given you are more exciting, but new as 10 A is, it is already in need of revision. However I feel that your ability and talents are not being used to the greatest advantage.

Do you know how I would use your mind and spoken words (I guess there are plenty of the latter)? If I were Deputy or Executive, I would keep you standing close aboard, and when situations arose each day or operations reports came in, I would say "Page, what do you think of us? How can we benefit? How does it influence the overall picture? What details sleep is most?" You have the ability to visualize and you

0945

how to talk and write. You analyze well, whether any-  
one agrees with your analysis or not. In other words  
I would wish you to probe situations daily and then  
intensely review them to myself if I can.  
But what I mean? You have a fund of practical know-  
ledge. You have specialized in war planning. Why not put  
daily reports through that sieve of yours and get a point  
of view, whether they like it or not? It will be  
an intelligent one at least which is really some-  
thing. I hate what I think of you bad States boy and  
I wish you like hell. No buddies except I mean.

I thank you for the nice things you said. Yes, I have to  
compete, or so you. That is why our present situation  
leaves me confused. We don't quite know how to compete  
against a hidden opponent. But live and hope sincerely  
for your success.

We get to Pearl about the 10<sup>th</sup>. I wrote Mr. F. a good  
sister to be in. I'll be long as Sabana and sick of my bunk.  
Mind, women, song!

So long old boy, until I see you soon  
so well  
Sincerely,

0946

HEADQUARTERS  
COMMANDER ALL FORCES, ARUBA-CURACAO  
Fort Amsterdam  
Willemstad, Curacao, N. W. I.

30 July 1944.

Dear Rafey:

Your extremely thoughtful letter of congratulations caught up with me way down here in Curacao. It was splendid of you to write and I did appreciate your thinking of me. As you may know, I have long since felt that the present so called selection system is most unfair. The fact that I was lucky enough to survive it does not in the least alter my opinion. I realize that my good fortune was brought about by the excellent leadership of Lip Merrill and the good account our Task Force gave of itself last November. Many far better captains were passed over just because a similar opportunity did not present itself to them.

I am a bit upset at being down here. Don't misunderstand me, I am happy to have any flag job, and this one is all I rate, but to have had orders to command BatDiv Two in my pocket for 18 days and then to have them cancelled due to machinations of some kind was hard to take. I feel that I am out of the war. Certainly there is less danger here than even that of the taxi-cabs of Washington!

I do hope that the good job you deserve falls your way and soon. The very best of luck to you - and again thanks.

Most sincerely,



FRANK BEATTY  
Rear Admiral, U.S. Navy.

Captain Ralph W. Bates, USN.  
Headquarters, CinC P.O.A.  
C/o Fleet Post Office  
San Francisco, Calif.

0947

DEPARTMENT OF THE NAVY  
GENERAL BOARD  
WASHINGTON

4 August 1944

Dear Bates:

I am sorry that I have not replied earlier to your fine letter of 18 June, but circumstances have been against my doing much in the way of personal correspondence. And this letter must necessarily be a short one because of my immersion in business of which you may have read something in the papers. I have also been designated as Director of Naval History which, while it will not take much of my time after I get the office organized, is taking some time at present while I am pulling the threads together.

Neither of these jobs is, of course, a solicited honor, but both are in the day's work and what I am hired for. I shall be unable to have my customary summer season in Newport this year, and I shall miss, not only the pleasant associations there, but the relief which the climate affords. I am hoping, however, that Mrs. Kalbfus can go up for a week or so in order to get out of the Washington heat and have a daily swim.

Speaking of Newport, I am very glad now that I was able to get up there in June. It was almost a year to the day from the time that you and I went up together on the train, and I spent another very pleasant three or four days this year. Norman met me in Providence, as he had done last year, and I found that a party had been arranged for me every day, almost morning, noon, and night. I stayed at Restmere with Norman and Ellen and, for the second time, enjoyed the hospitality of my own house.

I am interested to know what you are up to and whether you are still at Pearl. Your letter gave me the impression that you might be moving elsewhere and perhaps you can't tell me where that elsewhere is. But I know that you will drop me a line whenever you can, even though I am going to have to be very remiss in the matter of correspondence.

There is much that I could talk with you about and I know that you would be greatly interested in my job as Director of Naval History. I enclose a copy of my orders so that you can have some idea of the scope of my assignment.

0948

Mrs. Kalbfus joins me in best wishes and I shall hope to hear from you soon.

Very sincerely yours,

*E. C. Kalbfus*

Encl.

Captain R. W. Bates, U. S. Navy  
Headquarters of the Commander in Chief  
United States Pacific Fleet and Pacific Ocean Areas  
Care of Fleet Post Office  
San Francisco, California

0949



August 7 1944

Dear Captain Bates -

On the 2<sup>nd</sup> of the month we received our first mail since leaving port on the 6<sup>th</sup> of June. In the mail (67 bags) were both your letter and also one from M<sup>c</sup> Cool. I am sorry my letter to M<sup>c</sup> Cool had not arrived before you got to Pearl, but I had sent it off the day Captain Slocum came on board.

The first part of our journey was uneventful. On the 15<sup>th</sup> June a close miss off the port quarter, no damage to ship or personnel. On 19<sup>th</sup> June a near miss off starboard bow (10 ft) and 157 shrapnell holes in the old girl, although there was no great amount of material damage and no reduction in battle efficiency. One man on the signal bridge and two in forward control received slight shrapnell wounds. For compensation we chalked up two planes as definite kills. Things well along fine until 10 days ago when we lost Lt Parker and Larson (ARM<sup>1</sup>/<sub>c</sub>) over our present objective. The crash is behind our line

0950

at the present time, but have been unable to receive any definite information. I do not think there is any chance of them having come through as the plane burst into flames.

We are still just marching up and down, putting them in the spot the F.C.P. ask for. It is day and night work and the boys are beginning to get a little weary. But I think it will be over within during their week. At present we are alongside an ammo. ship taking on our last load, I believe. This is the <sup>fourth</sup> ~~third~~ complete fall we have had since starting this one. You had better line up some new gun for us on our next trip to Pearl. Which trip appears to be getting farther and farther away each day. It looks as though Cavite will do that over haul job on the port steering unit.

Grider has received his orders and his relief is on board. He is going to leave when this show is over. Ferrell, Myers and Osborn have received orders also. Miller and Hornschiussen have already gone. Horn (C.Y.) and Rehkopf (C.F.) made Ensigns. We recommended them for Ship's Clerk and Gunner respectively. Knoepfler, Whitlock, Broad and Stuckland all made Lt.

Something has happened to every one except the Paymaster and me, and it would appear as though we are slated to take her back home in '48.

I don't want to cross the Fleet Summary Officer but I can't see how it can be done with two changes of course when you do not have a uniform zig zag. By uniform, I mean one that repeats itself once or more times during the hour. and if you will look at USF104, those kind are very seldom. Also I assume he had the Mark 8 radar. With our S.G.A. and its  $\pm 3^\circ$  bearing error, starting at 30,000 yds the first part of the track is not too accurate. Our F.C. comes into use about 17 to 18,000 yds, but about half the track is over by this time. To get a "well done" from these boys out here, as you know, requires (1) the exact zig zag plan (2) the exact course and (3) the speed  $\pm 1$  knot. With our equipment, we can give you an educated guess in  $\frac{1}{2}$  hour, and the answer in one hour. I have talked with the other cruisers and their estimate is about the same. This is doing it by the book, all radar, no peaks by Spot one to let us know when the target is changing course.

I am sure you have seen Captain.

0952

Oviesch and his gang. They left with a song on their lips and a last typical zingler from the Captawin as to the ship that always did the job and could be called on at any time, was leaving, so the remaining three ships of the Div now had to go to work and do their share.

I think this covers the news up to date. With best wishes

Respectfully  
Jim.

0953

U. S. S. MINNEAPOLIS  
C/O FLEET POST OFFICE  
SAN FRANCISCO, CALIFORNIA

4 September 1944.

Dear Rafe:

Your letter enclosing the one from Mrs. Tyson received yesterday and we were all very happy to hear of your Legion of Merit decoration by Admiral Nimitz. When the picture arrives we will place it in a prominent place on the bulletin board.

I was certainly sorry to lose Grider, but I know it was high time for him to have a little rest. We are also in the process of losing Dobie, Broad and Strickland tomorrow. Three communication specialist officers have reported aboard and I would say that means that the detachment of Hines will come in the near future. So you see it is the same old story that we have been familiar with all our lives.

I agree with you that it would be a fine thing for the ship to win her own citation and we are all doing our best, which, as you know, is pretty good, in the hopes that such an event will occur.

All hands join me in hoping that your new assignment will be one that you like and wherever you go we hope that you will not forget us.

Sincerely,



H.B. Slocum.

Captain R.W. Bates, USN,  
Staff of Commander in Chief, Pacific,  
Fleet,  
c/o Fleet Post Office,  
San Francisco, California.

0954

September 4, 1944  
at Anson.

Dear Captain Sater -

George Wolf came rushing into the room the other night, all out of breath to give me the hot dope. He had just returned from an O.B.B. in which he had some friends from home and who also knew the Headermans. The young fellows had been across the Island when you were there. I couldn't make out from Wolf which had excited him, you receiving the Legion of Merit or Miss Headerman sending her best wishes.

I wish to extend my congratulations on the award, and say that I think it is justly merited. I think it should have been a higher award.

We are training for the next one and should be in very good shape for it. It seems to be the same old story on the op. orders, we will receive the last one about an hour before the big push. But that is one of the high lights of the game that make the job

0955

interesting. Also it is easier to carry them out than write them, I guess.

You should be seeing quite a few of the boys shortly. The following are leaving in their turn in, Dobie to his Ord P.G. course, Broad to shore duty, Strickland to the Salt Lake City. Ordend detached upon the reporting of their relief in Capt Myers, Ch Elst Sengier and Ch. Rd Elst M<sup>rs</sup> Lelland. Osborn left for flight training at our last post and we have orders for two more of the young fellows for flight training. So the officer personnel of the Minnie is having quite a turn over during the summer. Everyone leaving except Ray and myself. We have resigned ourselves of taking her under the Golden Gate in '48.

We are expecting to see you come sailing in on of these fair days. When you do be sure to give the Minnie a hail, so we can come over and visit with the best of luck.

Respectfully yours  
Jim.

0956

12 October 1944.

MEMORANDUM FOR STAFF:

Subject: Staff Officers Watch Assignment.

1. During the coming operation the following officers will stand watch as Staff Duty Officer:

Commander ZINK.  
Lieut.Comdr. BROWN.  
Lieut. VANDERWERKER.

2. The following officers will stand watch under instructions:

Lieut.Comdr. HALL with Lieut.Comdr. BROWN.  
Lieut. WILSON with Commander ZINK.

3. The following officers will stand TBS watch in Flag Plot from dawn until 2000:

Lieut.(jg) DUFFY.  
Lieut.(jg) STENZEL.

4. Captain Sylvester and Lieut.Comdr. Brown will sleep on the Flag Bridge each night while the ship is underway, and are to be called at each contact or whenever the Staff Duty Officer is in doubt as to the correct course of action. Captain Sylvester will take sufficient day watches to insure rotation of watches.

SUBMITTED:

*John Sylvester*  
JOHN SYLVESTER,  
Captain, U.S. Navy,  
Operations Officer.

APPROVED:

*R.W. Bates*  
R.W. BATES,  
Captain, U.S. Navy,  
Chief of Staff.

Copy to:  
All officers concerned.

*Mr. Harrison has  
copy in cooking room*

*m*  
*am*  
*g*  
*g*



UNITED STATES PACIFIC FLEET  
AND PACIFIC OCEAN AREAS  
HEADQUARTERS OF THE COMMANDER IN CHIEF

12 December 1944


Capt. R.W. Bates, U.S.N.  
c/o Commander Cruiser Division FOUR,  
c/o Fleet Post Office,  
San Francisco, Calif.

My dear Dickie:

Thanks a lot for both of your letters. I have followed with the keenest interest the work you have been doing and have had the satisfaction of hearing directly and indirectly of the splendid job you have been doing. I was especially gratified in the dispatch which came in from Oldendorf recommending your promotion to Rear Admiral. Since Cominch has set his face against spot promotions to Rear Admiral it seemed to be best to send the message on to BuPers in order that it might be part of your official record and in hands where it might ultimately bear fruit. In the meantime, however, the Admiral is willing to recommend your immediate spot promotion to Commodore. I had expected that that would go through like a shot but note with concern a dispatch that Cominch has determined that Oldendorf must have an aviator as his Chief of Staff. I cannot with the information available here forecast what will be done but I can assure you that I know what a splendid job you have done, fully as good as I knew beforehand you would. If no promotion comes out of these recent proposals I shall still hope when the opportunity offers to see where you get at least one star and preferably two.

We miss you here and I regret that it was not possible for you to finish the work you had undertaken for us but I am now arranging to capitalize on your labors and get it cleaned up.

With very best wishes,



C.H. McMORRIS

0958

From: SecNav  
To: ALNAV 224

20 December 1944.

By the approval of the President of the United States, there is hereby established a unit citation, junior to the Presidential Unit Citation, to be known as the Navy Unit Commendation, to be awarded by the Secretary of the Navy to any ship, aircraft, detachment, or other unit in the Naval service of the United States which has, subsequent to 6 December 1941, distinguished itself by outstanding heroism in action with the enemy but not sufficiently to justify award of the Presidential Unit Citation; or to any similar unit which has distinguished itself by extremely meritorious service not involving combat but in support of military operations and such as to render the unit outstanding compared to similar units rendering similar service. To justify this commendation, the unit must have performed service as a unit of a character comparable to that which would merit the award of a silver star medal or a Legion of Merit to an individual. Normal performance of duty under the ordinary hazards of war, participation in extended periods of duty, or in a large number of combat missions does not in itself justify the award. Care must be taken to avoid the commendation of large units for the actions of one or more of their component parts. No unit, or any part thereof, will be awarded both Presidential Unit Citation and the Navy Unit Commendation for the same act or service. When a unit has received the Navy Unit Commendation, all personnel attached to the unit and actually present and serving therein during the service or occasion for which commended, or any part thereof, are authorized to wear the Navy Unit Commendation ribbon permanently regardless of where serving. Such personnel are authorized to wear a bronze star upon the ribbon for each additional commendation of the unit in which they serve during the occasion for which the unit is commended, whether it be the same or another unit. No authority for the award of the Navy Unit Commendation is delegated. Recommendations will be forwarded to SecNav via channels as now required for the Presidential Unit Citation. The specifications for the Navy Unit Commendation ribbon are as follows: Of silk moire, 1-3/8" wide by 1/2" long (standard Navy size), consisting of colored stripes from the right edge as follows: 1/8" Royal Blue Cable No. 70057, 1/8" Spanish Yellow Cable No. 70068, 1/8" Cardinal Red Cable No. 70081, 5/8" Myrtle Green Cable No. 70065, 1/8" Cardinal Red, 1/8" Spanish Yellow, and 1/8" Royal Blue, same cable numbers as before.

0959

In reply refer to No.  
BB38/  
Prepared

U. S. S. PENNSYLVANIA

28 December, 1944.

Memorandum

My dear Rafe,

On 12 December, while on board to return my call, the Admiral indicated that he wanted this ship, in its coming Navy Yard availability period, to get the best set-up practicable in radio and radar for his use in case he had to take this ship at any time as his flag.

In compliance with this wish of the Admiral I submitted a letter to him on the subject of radio and radar for this ship. As a ready reference for you I am attaching a file copy of this letter. It is dated 15 December, 1944. At your convenience please return this copy.

I know that the Admiral has been extremely busy. I don't wish to bother him. But I do want to get the best radio and radar installations possible for him. If I submit a request for these things I won't get to first base. By experience with Admiral Rockwell in getting ready for the Aleutian campaign this ship knows that the Commander Service Force and the Bureau of Ships won't give this request favorable consideration if the C.O. initiates it. But it is a different story if the Admiral initiates the request because the Commander Service Force and the Bureau of Ships conclude properly that the Admiral wants it. And again our experience is that when the Admiral initiates it, he gets it.

It is important to get something off pretty soon. So if the Admiral will give me permission for this ship to prepare the letter for his consideration and signature if OK, I will deliver it to him by Sunday morning so that it can get in the mail before we leave.

Please let me know by this afternoon, if practicable.

Very sincerely,

*C. F. Martin*  
C. F. MARTIN.

0960

In reply refer to No.

BB38/  
Prepared

U. S. S. PENNSYLVANIA

Memorandum

28 December, 1944.

My dear Rafe,

Please let the Admiral know that though I am disappointed that it is impracticable for him to inspect the ship Saturday, I understand perfectly why he can't do it. I do hope it will be possible for him to inspect the crew before we leave for the Navy Yard.

Very sincerely,

*C F Martin*

C. F. MARTIN.

0961

In reply refer to No.  
BB38/  
Prepared

U. S. S. PENNSYLVANIA

Memorandum

29 December, 1944.

Rafe,

Here is a copy of some plane recognition instructions that our Recognition Officer mimeographed for use in the instruction of lookouts and anti-aircraft personnel.

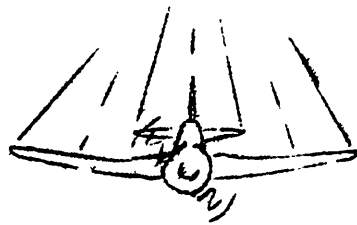
I know that you are very much interested in air defense and for that reason it occurred to me that you might like to see it.

Very sincerely,

*C. F. Martin*  
C. F. MARTIN.

0962

# SHOOT FIRST BUT FIRST BE SURE



0963

BE SURE BEFORE YOU SHOOT

If it wasn't so tragic it would have been funny -- the story of the New Zealand P-40 which was shot up by an F4U near Rabaul. While limping home on not much more than the pilot's imagination, the P-40 was shot down by an American destroyer. Crash landing, the pilot heaved himself into a rubber boat, raised some distress flags, was immediately shot at by an American P.T. patrolling the vicinity. Luckily it all ended without loss of life and the N.Z. pilot was finally hauled aboard the P.T., exhausted, mad and about ready to sign up at the nearest Jap recruiting office.

Such incidents are constantly happening due to unthinking, trigger-happy bird brains. Identification, the process by which a pilot or ship makes known to a friend (plane or ship) his friendly intentions thru blinker signals, IFF, etc., is as important as actual recognition of aircraft. However, in these pages recognition will be the spotlight subject.

"Be the first to fire but first be sure".

1. Important operational aircraft in the Pacific Area:

(a) American:

Navy - Combatant Planes:

F6F - Hellcat	SB2C - Helldiver
FM2 - Wildcat	TBF - Avenger
F4U - Corsair	PV1 - Ventura
SBD - Dauntless	OS2U - Kingfisher
PB4Y - Liberator	PBY - Catalina
PB2Y - Coronado *	
PBM - Mariner *	* Transports or long range patrol.

Army - Combatant Planes:

P-40 - Warhawk	
P-38 - Lightning	
P-47 - Thunderbolt	
P-51 - Mustang	
P-61 - Black Widow	<u>Transport Planes:</u>
B-25 - Mitchell	C-46 - Commando
B-24 - Liberator	C-47 - Skytrain
B-29 - Superfortress	C-54 - Skymaster

(b) Japanese

Navy:

Zeko	Irving	Judy	Mavis	Pete
Jack	Myrt	Betty	Jake	Val - (obsolescent)
Fran	Jill	Emily	Paul	Nell - (obsolescent; training)

Army:

Tojo  
Tony  
Oscar  
Nick

Dinah  
Sally  
Lily  
Helen

\* Transports

Topsy  
Liz (possibly)

\* The U.S. and Japan have three identical transports - the DC-3 (Jap Tabby); the C-60 (Jap Thelma); the DC-2 (Jap Tess).

Note I - Near future additions to the above operational lists may consist of the F7F; PV2 (Harpoon), A-26 (Invador), PB4Y-2; for the U.S. - Frank, Sam (possible successor to Zeke), George, Grace, Rob(?), for Japan.

Note II - The above lists by no means contain all American and Japanese aircraft. Rather they have been boiled down to the necessary minimum - to those planes with which ship and air personnel will be most acutely concerned. The planes enumerated here are at present the ones to know above all others. Instant combat recognition of one of these will answer the question - "Do I Shoot?".

2. Operational aircraft are ever-changing, especially those of the Jap, new models and types constantly appearing, old ones being scrapped. In recent months the Jap has desperately thrown a profusion of new and highly-improved aircraft types into combat, a panicky attempt to keep his air force from being entirely liquidated. As fast as a new model is turned out a previous one becomes obsolete so that the Jap still has relatively few types in combat operation.

Here are a few tips which may be a help in recognizing aircraft. Learn these tips and recognition will be far easier. What is of primary importance is to spot national characteristics - to know whether a plane is Jap or American. That's what counts - "Is this plane coming at me enemy or friend?". It's better that you know every plane right down to the last elevator tab, - but if you don't - - - - -

Remember!

Japs have:

The only combatant plane (Val) with fixed landing gear (However, Val is on the way out).

The only combatant planes (Jake and Paul) with twin floats.

No plane with dihedral to the tailplane.

Only two planes (Nell and Mavis) with twin fins and rudders.

It is almost certain that Nell will no longer be seen in a combat area and flying boat Mavis very infrequently, if at all. These planes are old, obsolescent types. Therefore, nine times out of ten, twin fins and rudders will mean FRIEND --- But be ready always for that tenth time. Know Nell, Know Mavis!



Planes with slender, streamlined fuselages - pencil or dagger fuselages. The point of the dagger often sticks beyond the tail assembly. Know this as the Jap point!

Planes which are sleek, but frail-looking. Ruggedness is an American characteristic, especially in our deep-fuselaged, heavy-set, radial engine fighters, dive bombers and torpedo bombers.

Only two inline engine planes - Judy and Tony.

#### U.S. has:

The only single engine midwing fighter - FM2, F4F.

\*The only twin boom planes - P-61 and P-38.

The only planes with gull wings, PBM. (Slight gull effect in B-25 and P-61).

Many aircraft types with a notch in the trailing edge of the horizontal stabilizer. This is an American characteristic. The Japs have this feature in only two or three of their aircraft types.

\* Recent reports indicate that Japan is using a twin-boom fighter, but no data on this plane has been received.

#### Late models in Tips:

##### (a) Recognition

Any plane is potentially dangerous. In a head on view of the Jap radial single-engine fighter exhibits these characteristics - a low set tail plane, a perfectly round engine cowling (circle broken at the bottom only by the air scoop or oil cooler), and a low wing with dihedral (wing up sweep) directly from the wing roots. To go further, if you are looking head-on at any radial single-engine plane with the above combination of recognition features (and remember the Jap presently has only two in-line engine planes), shoot it, destroy it, it's Jap! U.S. radial single-engine planes show a low-mid, or mid-wing, frequently broken - i.e., straight center panels, dihedral only in the outer section. Again - planes with one radial engine having round cowling and low, unbroken wing with dihedral all the way out are Jap.

The Jap has recently produced four new types of twin-engine aircraft (Nick, Dinah, Irving, and Fran) which have the same overall recognition characteristics. Rather than attempting to spot in these four types small, hard-to-see differences in detail and saying to yourself, "Because target plane has a stepped-down cockpit it is Irving and not Nick". (You'll shoot anyway because, whether Irving or Nick, target plane is Jap) -- it is highly advisable to lump them together (do this, wherever you can, with similar types), in this case calling any one of the four a Nick-type aircraft. We have nothing that looks like Nick, Dinah, Irving, or Fran. Know the nationality and general type of an aircraft even if you can't spout the correct name right off the bat. If you're dead certain of those, you can't go wrong. Boiled down, recognition to the lowest common denominator is -- It's far better to know a few general facts backwards and forwards than to try to learn scores of tiny, detailed differences between planes.

Hamp (Zeke with square wing tips) for a long time was classed by U.S. intelligence as an important Jap operational type. Word has been received that production stopped on this plane in December 1943, that there are very few Hamps left. This plane is the only one in the Jap air force with clipped wings. Although infrequent mention of Hamp still continues in some combat reports, it has been dropped entirely from the latest ComAirPac lists of presently operational Jap aircraft. Until definite word is received to the contrary, the following will hold - "Do not shoot at a plane with square wing-tips!"

#### (b) Vulnerability

Jap planes are vulnerable - sacrificing pilot and fuel protection for speed, maneuverability, and longer range.

U.S. planes have these positive features, excepting the extreme low-speed maneuverability of some Jap planes, plus - excellent protection for pilot and fuel supply.

The Jap has lately been arming and armoring his planes more heavily, especially his bombers. Jap fuel tank protection seems improved.

Tony is perhaps the most rugged Jap fighter, better able to take punishment than any other, having both pilot and fuel protection. Still by our standards Tony is a vulnerable plane.

Hit Zeke aft of the trailing edge of the wing and it is apt to do one of three things - explode, break in two, or burn so fast that it looks like an explosion. Reason - structural weakness in fuselage and concentration in this area of explosive equipment. Latest models seem tougher, may have armor protection.

Betty, torpedo and horizontal bomber, has been nicknamed, "The Navy Lighter" by the Japs themselves because of the ease with which it catches on fire. This plane goes into combat with bomb bay doors removed.

The above planes picked at random indicate the dominating detriment to Jap plane design - vulnerability. But the Jap changes his ideas very slowly. He has been obsessed with the notion that anything which will detract from lightness, speed, and maneuverability is bad medicine. Only in his bombers has he lately been taking a definite step towards our high confidence in maximum protection for plane and personnel. We know it pays off.

#### (c) Jap Camouflage

Jap plane camouflage. - Unpainted belly is common, only top portion of fuselage painted. Navy planes tend to dark green top, silver belly; army planes, to mottled (gray-brown sometimes green) top, silver belly. Mottled effect sometimes consist merely of silver skin partly covered by dabs of brown paint. There is no hard-and-fast rule which can be applied to Jap camouflage. Occasionally the enemy will appear with unpainted aircraft. However, the above combinations have most often been seen.

Wings painted white from tips to a point 8 feet inboard has lately appeared on some Zekes. Red roundel is set within the white area.

In summary, remember again!

For the most part - -

Jap fuselages are slim; streamlined, sleek-looking; U.S. fuselages are chunky, heavy, rugged-looking.

Jap wings are graceful-looking, slender, have an almost equal taper to leading and trailing edges with rounded tips. Jap wings have unbroken dihedral, are low, are set well forward (U.S. wings are longer - wings further back):

U.S. wings are broader, heavier-looking, often have squared tips. U.S. wings commonly have broken dihedral, are low-mid, or mid.

On Jap two-engine planes engine nacelles protrude beyond the trailing edge of the wing, only on the latest Dinah. The protrusion is hardly visible, can be discounted for recognition purposes. Dinah retains the distinct Jap characteristics of the Nick-type aircraft.

Classroom recognition (flash slides, etc.) is fine up to a point. However, realize thoroughly that classroom recognition is only a means to an end - a first step towards the real thing. Actually spotting the type and nationality of a plane in flight is tough - far tougher than sitting in class and telling your instructor that you know that this silhouette is a Betty, that picture a Hellcat.

In combat, recognition is one of a thousand and one things you will have to remember. By that time it can't afford to be something you have to ponder over painfully. The answer to "Friend or Enemy?" must be practically a reflex action.

Become plane conscious! Start early with field recognition. Whenever you see a plane overhead put a tag on it.

Be sure BEFORE you shoot!

See Below.



MANUEL GALLAGHER  
Peru



JOAQUIN FERNANDEZ  
Chile



JOSE SERRATO  
Uruguay



PEDRO LEAO VELLOSO  
Brazil



JULIO ACOSTA GARCIA  
Costa Rica



DR. CELSO R. VELASQUEZ  
Paraguay

## The Good Neighbors

### Latin Delegations Here in Force, But Hope Argentina Will Be Invited

All Latin American delegations were on hand last night for the San Francisco Conference.

And all were agreed that they would like Argentina here as a manifestation of hemisphere solidarity, provided that the involved and touchy Argentine political situation could be worked out.

At the same moment that the American republics were gathering here, word was flashed from Montevideo, capital of Uruguay, that General Arturo Rawson, once a president of Argentina, had been arrested by the government of his one-time revolutionary comrade, General Edelmiro Farrell.

In this latest political contortion of Argentina, the only American republic not invited to the United Nations Conference, three newspapermen, two generals and a number of civilians were reported in custody along with General Rawson.

#### BID TO RUSSIA REPORTED

General Rawson, in the past, has had a reputation for friendliness to the United States. General Farrell's present administration, on the other hand, has been openly cold toward the United Nations.

Yet, at the moment that pro-Ally General Rawson was being arrested, the Argentine government was persistently reported to be in contact with the Soviet Union with a view to establishing diplomatic relations. Presumably the negotiations were taking place in Washington.

The Soviet Union has allegedly objected to Argentina's inclusion among the United Nations. Thus if the story of the Argentine-USSR negotiations is true, it would mean that Argentina is working hard for a membership card in the United Nations, and following that an invitation to the San Francisco Conference.

In San Francisco the delegates to the Conference received the news from Argentina with complete surprise.

#### "MANY ARRESTS"

Dr. Ezequiel Padilla, Mexico's Foreign Minister, was profoundly impressed, but would make no comment whatever.

Dr. Pedro Leao Velloso, acting Foreign Minister of Brazil, who had just arrived, when told of the news, laughed. "It's nothing new," he said. "General Rawson has been arrested many times before."

Paraguay's chief delegate, Dr. Celso R. Velasquez, shrugged the matter off as having no bearing on Argentina's possible attendance at the San Francisco Conference.

Major General Armando Figueroa Trompowsky de Almeida, Chief of Staff of the Brazilian air forces, and a delegate, on hearing the news of General Rawson's arrest, rolled

tical differences between the South American republic and the United Nations can be worked out.

Paced by Mexico's Dr. Padilla, who held a full-dress press conference, all were highly optimistic of the job ahead, and all were ready to stand together to fight for the changes in the Dumbarton Oaks proposals they had agreed on during the Mexico City Conference two months ago.

The changes suggested at Mexico City included enlarging the powers of the proposed United Nations Assembly, Latin American representation on the Security Council, a strong regional organization within the Dumbarton Oaks plan, and a powerful World Court.

With 19 out of 46 votes in the forthcoming Conference, the Latin American proposals will carry considerable weight in the forthcoming meetings.

### French Re-Arming Under Lend-Lease

WASHINGTON, April 23 (AP)—

The French Embassy said today a second Eighth Army division is being equipped under American lend-lease and that the French Air Force is being doubled in size.

With supporting units, the first eight divisions readied for battle aggregated 225,000 men, Jean Monnet, special lend-lease envoy, said in a statement issued by the Embassy. He added that the United States Navy is maintaining more than a score of refitted French ships.

Monnet placed the total value of military equipment and supplies received under lend-lease at more than \$1,000,000,000.

### High Promotions In Navy Announced

WASHINGTON, April 23 (AP)—

President Truman nominated Captain Carl F. Holden of Bangor, Me., today for promotion to Rear Admiral. Five other naval captains were raised to the rank of commodore.

They were: Edwin T. Short, Encinitas, Calif.; Samuel P. Jenkins, San Diego; Alexander S. Wotherpoon, Washington, D. C.; Harvey E. Overesch, Annapolis, Md.; and Captain Richard W. Bates. Bates' father, H. Lesley Bates, lives at 727 Paru street, Alameda, Calif.

### Bay Trio Due Home After Rescue in Reich

Three Bay Area soldiers, recently rescued from prisoner of war camps in Germany, are being processed at Fort Douglas, Utah, for furloughs to their homes. Major General Will

UNITED STATES PACIFIC FLEET  
CRUISERS

31 December 1944.

~~CONFIDENTIAL~~  
Captain Richard W. Bates  
Chief of Staff  
Commander Battleship Division TWO  
c/o Fleet Post Office  
San Francisco, California

Dear Captain Bates:

In view of AlNav 224-44, which established the Navy Unit Citation, junior to the Presidential Unit Citation, the attached summary of battle experience of the USS MINNEAPOLIS (CA36), has been prepared in the event that you might wish to recommend her for this recognition.

The chronological summary was drawn from Action Reports now in the files of Commander Cruisers, Pacific Fleet, and may not be complete. All information available here at present has been included, although the destruction of back files here and at CinCPac made a careful check for exact accuracy impossible.

The records show that, except for the period when her severe battle damage was being repaired, the MINNEAPOLIS participated in a majority of the important actions of the present war in the Pacific. At Tassafaronga, officers and men heroically fought their damaged ship until power to the turrets failed, and after that, fought an equally heroic battle to return a sinking ship to service. Her record since that time is a tribute to their efforts. Surely, the MINNEAPOLIS ranks close to the top of the list of those ships which, although not meriting the Presidential Unit Citation, have distinguished themselves "by outstanding heroism in action with the enemy" and "performed service as a unit of a character comparable to that which would merit the award of a Silver Star medal or a Legion of Merit to an individual."

Very respectfully,

*S. A. Pendleton*

UNCLASSIFIED

S. A. PENDLETON  
Lieutenant Commander, USNR  
(Formerly Flag Lieutenant, CTF 67)

*Asst. CIC officer*

0970